

What Homer D. Wade Has to Say to Governor Campbell of Texas With Reference to Reduction of Passenger Rates.

A candid review of circumstances leading up to the agitation for a reduced passenger rate law fails to reveal any demand on the part of the masses of the people of Texas for its enactment. Not even the platform demanded it. On the contrary it was the sole demand of a part of the railroad commission and yourself, and neither of these dared pave the way for it in the party creed adopted at the Dallas convention. However I do not presume to say that this will not be attempted in the construction of the next State Democratic platform.

For its refusal to pass a reduced passenger rate law, the legislature is heartily commended in this section, and when the people come to understand the proposition as the result of a campaign of education, in which the demagogue does not enter, but in which the State's welfare is the supreme motive, it will be just as heartily commended throughout the State, for it will be realized that it is better equipped and better transportation facilities that are demanded of the railroads rather than a reduction of passenger fares. The railroads of Texas are not criminal corporations. They are neither trusts nor monopolies, and being under the direct supervision, inspection and control of interstate and state commissions, it is the fault of the government if they are permitted to oppress the people. They are, moreover, civilized and empire builders, and Texas needs more miles of them than does any other state of the Union. The Central-West Texas Commercial Club has not stopped over in its suggestions and it does not play, by design or ignorance, into the hands of grasping interests.

They have stated their position in the principles as enunciated in the resolutions passed, and these principles will stand the analysis at the hands of the people of Texas, without regard to section. And these clubs have been confirmed in the wisdom of their principles and suggestions by some things which have come to pass recently. For instance, the railway commission has ordered the International & Great Northern Railway to buy sixty locomotives which will cost \$14,000 each, or a total of \$840,000; 3,200 freight cars, to cost \$2,720,000, and twelve passenger coaches, \$90,000, or a grand total of \$3,650,000. Moreover, reporting on a tour of inspection recently made over the lines of the International & Great Northern Railway, one of the commissioners gives it out as his opinion that an investment of \$5,000 per mile would be necessary to put that system, track and roadbed in adequate condition to transport its traffic.

This road has approximately 1,000 miles of track; therefore, an outlay of \$5,000,000 is imperative to put its track in adequate condition. Add this sum to the equipment demands already mentioned, and the road is expected to have a total of \$8,550,000 before it is prepared to satisfactorily serve the public. Now, the railroad commission, in its official report, values the International & Great Northern at \$30,000,000. Certainly it is entitled to a fair rate of interest on the investment, but the commission argues now that it should reduce its passenger fares, and then expects it to invest more than eight and one-half million dollars in equipment and betterments, and at the same time the commission whittling at its passenger fares and freight rates, and those in authority threatening to reduce rates via the railway commission, or by future legislative enactment. To whom can this line turn in hope of rescue from impoverishment or confiscation, if not to the agricultural and commercial masses, who know that their relations to the railroads of the country are those of mutual benefit and dependence? You have been a railroad manager, governor, and are supposed to be an adept at figures. Can you solve this simple problem in mathematics and justify the results with your attitude on the railroad policy of the State?

By leaving the International & Great Northern Railway out of the controversy, as an individual property, let us turn to another phase of the railroad situation in Texas. Now the gross earnings of the fourteen Texas railroads for the two months ending August 31, 1906, were \$12,315,235.50 while for two months ending August 31, 1907, the gross earnings were \$13,653,076.66, but the operating expenses for the two months ending August 31, 1906, were \$8,750,000.00, while for the two months in 1907 they were \$10,000,119.20 or an increase of \$2,150,125.00 in operating expenses. The income from operating for the same months in 1906 was \$3,565,235.50, while in 1907 it was \$3,652,957.46, or a decrease of \$82,785.00. The charges against income were \$5,173,345.07 for the two months ending August 31, 1906, and \$5,889,420 for the two months ending August 31, 1907, or an increase of \$716,075.00. Now the net earnings for this period in 1906 were \$897,413.88 and for this same period in 1907 \$779,061.65, leaving a deficit for the two months ending August 31, 1906, of \$540,976.88 and for the same months in 1907 of \$1,804,057.

Now by the way of recapitulation, the problem yields the results that the net earnings of the fourteen Texas railroads in 1906 was \$356,436.90, while the net deficit for the same companies for 1907 was \$1,624,983.05. And consider that requirement in connection with the recent statement of Commissioner Storey that an outlay of \$5,000 per mile is necessary to put that company's physical property in condition to meet the demand of its growing traffic. This road has 1,000 miles of track in Texas. Do you think, Governor, that this road should be required to reduce its rate in the face of expert opinion that \$5,000,000 must be expended before it can perform the service which the State and the people have a right to demand of it? Do you think the commission is pursuing a policy just to the railroads or the people in ordering a reduction of passenger rates to 2 1/2 cents per mile in the face of these figures; in the face of the legislature's refusal to cut this rate, and in the face of the wholesome demand of the entire State for better and more transportation facilities? Indeed is it the "selfish and grasping interests" or the politicians who beat the air with their familiar lamentations that the masses of the people have the most to fear?

Notice of Sheriff's Sale.

In the Circuit Court of the State of Oregon for Wallowa County.
John G. Hayman, Plaintiff,
vs.
James L. Hamack, Gertrude Hamack, George B. Bales, Laura E. Bales, Samuel B. Gaskill and Ina Gaskill, Defendants.

By virtue of an execution, judgment order and decree duly issued out of and under the seal of the above entitled court, in the above entitled cause, to me directed and delivered, and dated the 25th day of May 1908, upon a judgment and decree entered in said court on the 11th day of May, 1908, in favor of the above named plaintiff and against the above named defendants for the sum of \$325.50, together with interest thereon at the rate of ten per cent per annum from said date; the further sum of \$13,333, with interest thereon at the rate of ten per cent per annum from said date; the further sum of \$35.00 attorney's fees; and the further sum of \$38.00 costs and disbursements and the costs of and upon this writ, commanding me to make sale of the following described real property, situated in Wallowa County, Oregon, and beginning at the northwest corner of the south half of Lot numbered Seven in Block "H" in Lostine, Oregon; thence west Twenty-four feet; thence south to the line of the County Road; thence east Twenty-four feet to the southwest corner of Lot numbered Eight of said Block "H"; thence north to the place of beginning. Now, therefore, by virtue of said execution, judgment order, decree and order of sale and in compliance with the commands of said writ, I will, on Saturday, the 27th day of June, 1908, at the hour of ten o'clock A. M. at the front door of the County Court House, in Enterprise, in said County and State, sell at public auction, subject to redemption to the highest bidder for cash in hand, all of the right, title, interest and equity which the within named defendants, or either of them, had on the date of the mortgage herein, or have since acquired, in and to the above described real property or any part thereof, to satisfy said execution, judgment order and decree, with interest, costs and all accruing costs.

Dated this 25th day of May, 1908.
J. M. Blakely,
Sheriff of Wallowa County, Oregon.

"A. G."
High Grade Percheron

Will make the season of 1908 at the ranch of Baker Bros., on Swamp Creek, 7 miles north of Enterprise.

\$8 To Insure Colt
PASTURE FURNISHED.

"A. C." is a handsome black gray, 3 years old in May, and weighs 1560 pounds.

Join with us in the sentiment for more conservative legislation towards railroads that is willing to invest in our commonwealth and abide by our laws; adopt our slogan, "fewer laws, and better laws," as your own, and a West Texas, a part of this great commonwealth of ours, in becoming a part with the older sections of the State. In conclusion, do you not, in fact, agree with the Central West Texas Association of Commercial Clubs and its slogan, "fewer laws, and better laws," is akin to the emancipation and redemption of Texas from the reign of the demagogue? With expressions of the kindest personal regards and with great respect for the high office to which the people of Texas have honored you, I am,
Your friend,
HOMER D. WADE,
Secretary,
Stanford Commercial Club, Stanford Texas. 711

Real Estate Transfers

2 Weeks Ending May 23, 1908--Prepared By Wallowa Law, Land & Abstract Co.

T A Marvin to Mary E Smith, a tract in ne sec 15, t 1 n, r 42, containing 5.22 a. \$300.
R F Stubblefield to Geo S Craig, a tract containing 8.13 acres commencing at ne cor of blk 32, Gardner's add to Enterprise. \$400.
J L Maxwell to Jas H Maxwell, half interest in tract in sw nw sec 13, t 1 n, r 42. \$200.
G C Clark to Nannie A Austin, lot 12, blk D in Flora. \$50.
N H Bramlet to E F Johnson, ne nw sec 28, t 2 n, r 42, except standing timber which is reserved, but has to be removed within ten years from date of deed. \$1.
Frank Callahan to J E Houtcher, sw nw nw sw and s half sw sec 24, t 4 n, r 42 e. \$1.
Susie A Holme et al to J D Halsey, a tract commencing at sw cor of blk 39 of Zacher's Amended add to Enterprise. \$125.
Leonard Couch to J P Mordlock, bond for deed, s half blk 19, Residence add to Wallowa. \$300.
J M Blakely, sheriff, to R C Mays,

A \$100,000 Bank.

Hon. J. H. Dobbin, the well known sheep man and capitalist of Prairie Creek has bought a block of stock in the Wallowa National Bank of Enterprise. The charter of this bank will be renewed July 1, and the surplus fund probably increased to \$30,000, which with the \$50,000 capital stock, advances the Wallowa National of Enterprise to the ranks of the \$100,000 banks.

Information Concerning Eighth Grade Final Examinations.

1. Dates: (a) January 23, 24, 1908; (b) May 14, 15, 1908; (c) June 11, 12, 1908.
2. Program:
a. Thursdays—Arithmetic, Writing, History and Civil Government.
b. Fridays—Grammar, Physiology, Geography and Spelling.
3. Sources of Questions:
a. Geography—State Course of Study, Redway and Hinnan's Natural School Geography.
b. Spelling—Eighty per cent from Reed's Word Lessons, and twenty per cent from native script in Language.
c. Writing—Specimens of penmanship as indicated in copied matter sent from manuscript in Language.
d. Language—Buehler's Modern English Grammar, no diagramming.
e. Civil Government—United States Constitution.
f. History—List of topics from History Outline in State Course of Study and Current Events.
Notice: Teachers preparing classes for examinations will please notify county superintendent 30 days before examination according to law.
J. W. KERN,
County Superintendent of Schools.

E. B. WHEAT
The Enterprise Jeweler.

\$15 CASH \$15
To the three Pupils of Wallowa County Schools who bring the largest number of their Buster Brown Ads cut from the NEWS RECORD to **W. J. FUNK & CO.'S** store by November 1, 1908. Cut out the ads each week and have all your friends save ads for you. They are found only in the NEWS RECORD.

tax-died, lots 4 and 5, blk F, town of Lostine. \$2e.
C L Melquist to J A Masterson, half interest in ne sec 28, t 1 n, r 43. \$300.
Jas H Hodson to S B Williamson, s half sw sec 17 and n h h nw sec 20, t 1 n, r 44. \$900.
B B Boyd to L Couch, half interest in sw sw sec 15, n half nw and sw nw cor 22, se so and w half se sec 16. Also tract in se sw sec 15, t 1 n, r 42. \$4725.
U S RR to Florence Sprague, sw of ne sec 32, t 3 n, r 41.
Florence Sprague to Crossett Timber Co, sw ne sec 32, t 3 n, r 41. \$1.
U S Pat to Wm C Richardson, e half sw and w half se sec 34, t 4 n, r 43 e.
U S Pat to Mary E Richardson, se ne and e half se sec 34 and sw sw sec 35, t 4 n, r 43 e.
U S Pat to A C Ridd, sw nw, w half sw and ne sw sec 27, t 4 n, r 42 e.
U S Pat to Martha J Reagan, n half nw and sw nw sec 23 and se ne, sec 22, t 2 n, r 42.
U S Pat to Paul Moore, e half ne and ne sec 32 and nw sw sec 33, t 6 n, r 43 e.
U S Pat to Nathaniel Hamilton, ne sec 29, t 3 s, r 45 e.
Ira E McNutt to F C Gartzke, s half of s half of nw of ne of sec 15, t 1 n, r 42 e. \$1.
Bruce B Boyd to J P Sanders, lots 7 and 8, blk 16, town of Enterprise. \$500.
Oscar and Gertie Coleman to S M and Gussie Crow, lots 15 and 16, and 1/2 ft off n side of lot 14, in blk B, in town of Lostine. \$300.
Maggie Russell Conklin to William Russell Sr, se ne and ne se and sw nw of sec 22, t 2 n, r 41 e. \$1.
John F Curtiss to Fred K Shapperd, ne of ne, sec 27, t 4, r 42 e. \$1.
State of Oregon to Ella Roberts, s half ne and n half se sec 13, t 1 n, r 45 e. \$200.
State of Oregon to I. D Roberts, nw n half sw and sw of sw sec 16, t 1 n, r 45 e. \$350.
U S RR to A W Johnson, sw sw sec 11, nw nw sec 14, and ne ne sec 15 in t 1 n, r 47 e.
Fred A Wagner to Hannah J Fay, a portion of lot 6 of sec 1, t 2 s, r 44. \$1000.
U S Pat to Olof Anderson, w half se and e half sw of sec 31, t 5 n, r 43 e.
U S Pat to Ira E McNutt, sec 6, t 3 n, r 42 e.
U S Pat to Lillian Spence, w half ne nw se and ne sw sec 28, t 1 n, r 42 e.
U S Pat to Henry Spence, se sw and s half se sec 28 and sw sw sec 27, t 1 n, r 42 e.
U S Pat to Joseph E Phipps, e half nw and e half sw sec 25, t 1 n, r 43 e.

"Careful Banking Insures the Safety of Deposits."
Depositors Have That Guarantee at

WALLOWA NATIONAL BANK

OF ENTERPRISE, OREGON
CAPITAL \$50,000
SURPLUS \$40,000

We Do a General Banking Business.
Exchange Bought and Sold on
All Principal Cities.

Geo. W. Hyatt, President
Geo. S. Craig, Vice President
W. R. Holmes, Cashier
Frank A. Reavis, Asst. Cashier

DIRECTORS
Geo. W. Hyatt
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Will supply your needs in the Leather Goods line more cheaply and give better satisfaction than any other dealer in Wallowa county. Let him fit you out for the season's work. Repair work a specialty.

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Highest Market Price for Hides and Pelts
PRICE & HUMAN PROPRIETORS
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MAIL AND PASSENGER STAGE LINE

Wallowa, Appleton, Flora to Paradise,
MONDAYS, WEDNESDAYS and FRIDAYS; and
From Paradise, Flora and Appleton to Wallowa,
TUESDAYS, THURSDAYS and SATURDAYS.

Good accommodations, courteous treatment and reasonable rates. Leaves Wallowa at 6 a.m.

E. W. SOUTHWICK, Proprietor.

Red Front Livery and Feed Stable

First Class Accommodations
Best of Hay and Grain

ONE BLOCK SOUTH OF HOTEL ENTERPRISE
BOSWELL & SON
PROPRIETORS.

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SCIATICA.
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BACKACHE.
PAIN IN CHEST.
DISTRESS IN STOMACH.
SLEEPLESSNESS

TAKE ONE
of the Little Tablets
AND THE PAIN IS GONE.

If you have
Headache
Try One

They Relieve Pain
Quickly, leaving no
bad After-effects

25 Doses
25 Cents
Never Sold in Bulk.